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DISTRIBUTED BY NETWORK SERVICES, 66-68 GOULBORN STREET, SYDNEY NSW 2000

PH: (02) 9282 8777

NORTH AMERICAN DISTRIBUTORS: STONEHOUSE PUBLICATIONS

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SINGAPORE DISTRIBUTOR: Pansing Distribution Pte Ltd Phone: 65 6457 7678

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PHOTOGRAPHY BY ERIC TANG

LETHAL WEAPON



**BE WARNED, THIS ONE
BARKS AND BITES**



How's this for a modern take on a classic interior? Looks like a performance cappuccino machine, no?

I WANT TO GO BIGGER WITH THE MOTOR AND AIM FOR MORE POWER

Few countries build up RX-3s as well as we do. Australians have a real affinity with the model, and top of the pile is Rob (AKA Poundy). As you can see, his Mazda RX-3 is a real jaw-dropper.

From its custom paint to monster Simmons and 690rwhp 20B, it's an absolute dream build any rotor fan would happily sell their soul for.

If you know Poundy, you'll know he's always been a massive rotor fan. Some people are just born with a little bit of buzzbox in their blood. Poundy is one of them. He bought this RX-3 as a bare shell in primer. That's about as base a start as you can get, but it also provided something of a clean slate to build up Poundy's interpretation of a perfect rotor. It had to be able to cruise, run numbers and hit the odd show. It had to be a consummate all-rounder.


One of the very first stops was to Troy Visser at VIS Rotary to handle the build. VIS has been behind a significant amount of the work completed, including most of the mechanical work. Troy knows rotors inside and out, so what he's built up here is as reliable and performance-oriented a rotor as you'll ever find.

Somewhere in there Poundy sold the car to a collector in Perth, but he later bought the car back because he needed it for his daughter's formal. From there he decided to keep it and make it even wilder.



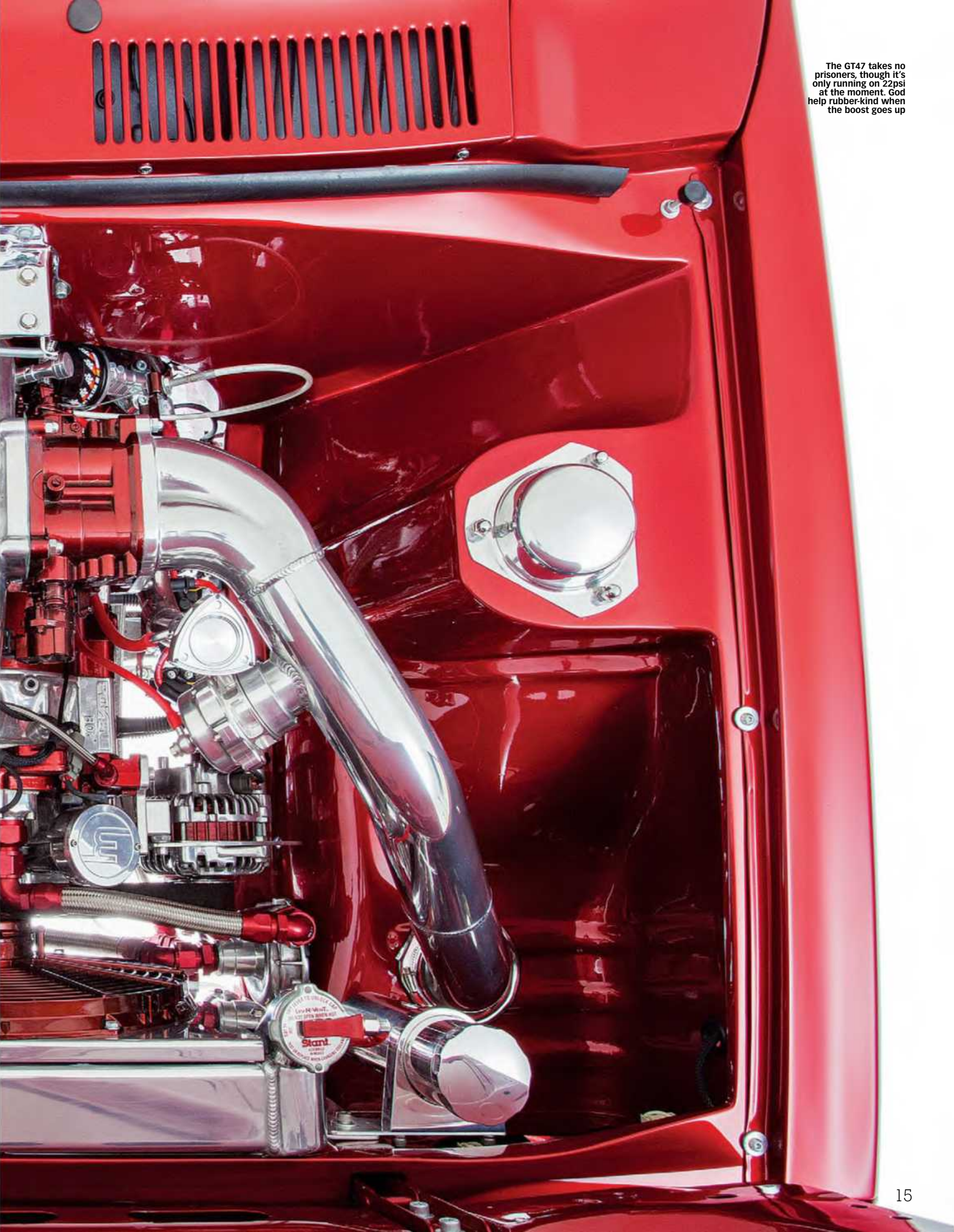


The colour is completely custom.
Check out those 345-profile
tyres at the rear. They didn't
come cheap



THERE IS NO
GREATER ROTARY
ENGINE TO SHOVE
BETWEEN THE
STRUT TOWERS –
SIMPLE AS THAT

The GT47 takes no prisoners, though it's only running on 22psi at the moment. God help rubber-kind when the boost goes up





Most RX-3 owners go the 13B easy street, but if you're willing to look a little harder, especially now 20Bs are getting thin on the ground, and spend a little more, a triple-rotor riot can be yours. There is no greater rotary engine to shove between the strut towers – simple as that.

Johnny at Wired Auto Electrical wired up the Microtech, with the planet-sized GT47 slugger running 22psi through the eBoost for somewhere close to 700hp at the tyres. That just shows how impressive the combination of big boost, the 20B and E85 can be when tuned right. Inside the football, the internals are just as strong, meaning this is one rotor unlikely to fall into the cliché.

The interior stitched up by the talented team at X-Trim is a real nu-retro feast. It's a lot like the Pagani Zonda interior in many ways, a kind of quasi mix between modern metal and the plush leather of old. It almost feels like you need to cover your shoes in plastic bags before stepping inside. That said, Poundy has never been afraid of using the car. After all, an RX-3 like this just begs to be cruised.

Asked what the future holds (apart from burning rubber), Poundy says, "I want to go bigger with the motor and aim for more power. Maybe I'll give it a run at a street meet, but mostly it's just to take it out cruising to Harry's Café and to enjoy it." Amen to that. Too many rotors like this get shuttered up and kept as oversized garage-fillers, but this one is a born driver. Expect to see it pounding the pavement near you soon.

Thanks: VIS Rotary, Johnny at Wired Auto Electrical, Competition Engineering, Profab, and special thanks to Nick who built 90% of the car and painted it. ■



FROM ITS CUSTOM PAINT TO MONSTER SIMMONS AND 690RWHP 20B, IT'S AN ABSOLUTE DREAM BUILD ANY ROTOR FAN WOULD HAPPILY SELL THEIR SOUL FOR



700RWHP RX-3



SPECS

ENGINE:

20B rotary turbo

PERFORMANCE:

690rwhp

ENGINE HARDWARE:

Psycho seals, extend mild port, race clearancing, race studs, ID2000 injectors, GT47 turbocharger, polished intake manifold, Plazmaman intercooler, custom 3.5in into twin 3in exhaust system by Profab, Microtech LT16c engine management system, AS mufflers, Turbosmart eBoost electronic boost controller

DRIVETRAIN:

Powerglide gearbox, Dominator stall convertor, Competition Engineering diff (4.11, alloy, Strange case), 35-spline axles

SUSPENSION/BRAKES:

Strange coil-overs front and rear, four-link rear, 350mm rotors front with Wilwood six-piston calipers, Wilwood pedal box, 300mm rotors rear with Wilwood calipers

WHEELS/TYRES:

19in Simmons wheels, 215/35 front and 345/30 rear Michelin Pilot Sport tyres

BODYWORK:

Custom respray

INTERIOR:

Full custom re-trim by X-Trim including doors, rooflining, seats, dash and console, B&M ratchet shifter, custom dash, Billet Specialties steering wheel, Dakota Digital digital dash and gauges



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SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
004 GLOSS BLACK CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



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WIDE LOAD

Behold Elmer Lee's super wide, super ride

WORDS AND PICS: ERIC EIKENBERRY



It is no secret that we love hyperbole. In the magazine biz, we live and die on hyperbole (see what I did there). It's true. We also love cars with crazy wheels, cars like Elmer Lee's super-wide Silvia recreation. It may be hyperbole to suggest we could stack those four wheels high enough to reach the moon, but then again, as wide as they are, it might not be such an extreme exaggeration after all.

This story goes deeper than a tale of a boy and his car. It is about a boy and his search for the ultimate wheel to satisfy his cravings for insane offset and it begins with the purchase of a Nissan 240SX. Lee has a great attitude and done such a job telling his tale that we'll let him take over.

"I will start with a little background of myself. I've always been into cars. I have been in the car scene

since 1997, but I've been more of a Honda/Acura guy. I've had my fair share of modifying Hondas and Acuras. Five years ago, I came across my first wide-body Nissan 240SX and fell in love. I was determined to get into the Nissan game.

"After searching for a few months, I came across a 1995 Nissan 240SX with an automatic transmission, an authentic BN Sports Blister wide-body with the Kouki front end conversion and 19in deep-dish Amistad wheels. It was dumped on Megan Track coil-overs. I was set on buying this car.

"My story begins here. At the time, I was living in Scottsdale, AZ and flew to Seattle, WA to purchase the car and drive it back home. The drive back home was the biggest nightmare. The seller sold me a POS (Piece Of Sh*t), therefore I literally broke down

eight times, a few times in the Northern California area and the rest while I was driving from Southern California to Arizona. Issues ranged from failed wheel bearing to overheating, a cracked radiator, a major oil leak, worn tyres (because of toe issues), the power wire to the battery being held with electrical tape, to minor flooding in my interior from rain and poorly tubbed fenders.

"The 240 was originally white with a black top, but knowing how horrible the chassis was, I sold it and bought my friend's 1995 maroon Nissan 240SX. I knew that it was a well taken care of car, so I transferred the BN Blister wide-body, wheels and Kouki front end conversion to this chassis. In order to begin this process I went through a paintshop to tub the rears and repaint the whole car. I decided to repaint it in Nissan 350Z Blue.



SPECS

ENGINE:

2.5L RB25DET six-cylinder turbo

POWER:

350hp

POWER FROM FACTORY:

250hp

POWER TO WEIGHT:

0.14kW/kg

ENGINE HARDWARE:

RB25DET S2 swap w/custom plug cover, custom Suspicious Garage catch can, powder-coated gold valve cover, GReddy intake manifold, partial wire tuck, HKS blow-off valve, Turbo XS manual boost controller, APEX'i GT Spec exhaust, functional AC, Import Power House front-mount intercooler and turbo piping, APEX'i Power FC

DRIVETRAIN:

Five-speed manual, Clutch Masters Stage 2 clutch

BRAKES/SUSPENSION:

Front StopTech big brake kit (six-piston calipers with 15in rotors), rear StopTech big brake kit (two-piston calipers with 14in rotors), Tein Flex coil-overs w/Tein Electronic Dampener Force Controller, APEX'i carbon-fibre strut bar, RMF front tension bar, Nismo power brace, S15 rear swaybar, S15 front lower tie bar, 6 Custom rear control arms, Whiteline rear sub-frame bushings

WHEELS/TYRES:

19x11.5in -53 front and 19x12.5in -35 rear Weds Kranze ERM wheels, 265/30 front and 285/30 Toyo tyres

BODYWORK:

Authentic BN Sports Blister wide-body kit w/custom fender flares (wide-body on top of wide-body), 3M Clear Bra on front end, C-West flush-mount wing, Vertex hood spoiler, Kouki head light conversion w/6K HID low beams and 3K HID high beams, Kouki tail-lights, JDM power folding mirrors, custom titanium burnt bolts for wide-body kit

INTERIOR:

Nissan Skyline R32 seats, Nismo shift knob, gold Cosco six-point bolt-in roll cage, Nardi steering wheel, LED interior light, Razo pedals, Defi 60mm gauges: water temp, oil pressure, boost, Defi Control Unit, full stereo (Alpine, JL, Diamond Audio, MB Quart with 12in sub)





ISSUES RANGED FROM FAILED WHEEL BEARINGS TO OVERHEATING, A CRACKED RADIATOR, TO MINOR FLOODING IN MY INTERIOR FROM RAIN AND POORLY TUBBED FENDERS

"To make a long story short, I was not too happy with the paintshop's work, which took about eight months to semi-complete. As you can begin to sense, I've encountered a lot of bad luck. It's been a love/hate relationship.

"After getting the car back, I was determined to redo the vehicle, but I needed to save up a great deal of money to accomplish what I had planned for my future mods: new wheels, motor swap, and wide-body on top of wide-body.

"But before I could accomplish this, I came across a pic of a car on a forum with the same wheels as I had but more aggressive. I had to have them, so I private messaged the person about selling me his wheels. He replied by saying that they were not currently for sale, but when he did decide to sell them he would notify me. So, four months later they were for sale. I bought the set so I could use his rears and I put my rears up front. I then sold the two sets of fronts as a set.

"As you can see, I like to push the limits. My original wheel specs on the car were 19x10in -18 fronts and 19x11in -28. But after buying the other set of wheels, I moved the rears to the front and re-used his rears, making my new specs 19x11in -28 up front and 19x12in -25.

"Once I saved up enough money to do my motor swap, I headed to Import Power House in Phoenix to

have Ramsey and Will begin my Nissan Skyline motor swap. I've been going to IPH for many years. They've always treated me right and have NEVER steered me wrong. It is extremely rare to find shops like this now-a-days. They have since become family to me."

Lee had them stuff in an RB25DET S2 with a GReddy intake manifold, HKS blow-off valve, manual boost controller, giant front-mounted intercooler, a Stage 2 clutch and an APEX'i exhaust system. The wires were "partially tucked" and a custom gold-finished valve cover was installed for a very clean, tidy engine bay. It even has working air conditioning!

"At this point I came across a set of insanely aggressive Weds Kranze ERMs that were discontinued. I had to have them! I came across these wheels on a forum that a guy posted. I asked him to sell them to me and he would not. I spent six months trying to get him to sell me the wheels. Every month I offered him a price that I was willing to pay. After six months, he agreed to sell them to me.

"The downfall of these wheels was the fact that they were heavily oxidized and needed to be refinished very badly. I sent the wheels out to get the lips straightened and polished, the faces stripped of chrome and powder-coated, new Weds valve stems and then re-assembled.

THE KRANZE ERMS TRULY ARE
GIGANTIC TOO, 11.5IN WIDE IN THE
FRONT, AND 12.5IN IN THE BACK





I took the wheels to Robert and Ryan at Element Motorsports in Gilbert, Arizona. They have been my go-to guys when it comes to wheels and tyres, as well as stretching. They are another shop that has NEVER steered me wrong. Thanks, guys!

"As the Nissan Skyline swap finished, I proceeded to take my car to Han at Intense Motorsports to re-paint and wide-body the car. Seeing that they had done many wide conversions, from which they've also been featured numerous times, I knew that they were the guys to use. At last, the car was built to my standards and is what you see today. Han, JJ, Oliver and Jeremy did a lot of extra work to get this car to where it's at." We find his 'Elmer Flush' sticker on the driver's side rear window to be particularly humorous. This could be the start of an entirely new trend.

While super-low ride is normally the realm of airbags, setting up this perfect height is the duty of a set of Tein Flex coil-overs. Lee has the sweet Electronic Dampening Force Controller, as this is a daily driven machine. Quality 6 Custom rear control arms, a rear S15 anti-roll bar, Nismo power brace, APEX'i carbon-fibre strut bar, RMF front tension bar and S15 front lower tie bar all do what they can to reinforce the chassis and deal with his monster wheels.

The Kranze ERMs truly are gigantic too, 11.5in wide in the front, and 12.5in in the back with mirror-finish lips that reflect every gorgeous curve of the gold-painted centre spokes. The are undoubtedly the correct choice for this car, and the fit to the wheel arches is immaculate. Ladies and gentlemen, this is what sex on wheels looks like.

"Right after the car had finished, I pretty much

moved to San Jose, California so I had the car shipped. This is where I met a guy named Tony who introduced me to the guys with StillMotion. They are the reasons why I began showing my car at car shows. It's always great to meet others with the same passion for cars.

"What I love about the car scene, is the gathering and fellowship. I proactively go to local car meets with my fellow StillMotion crew. Our most recent trip was to WekFest Los Angeles. The best part of driving to LA from the Bay Area was the cruise there and back, the stops we made on the way there and back to relax and hang out, and the time we spent together at the show, as well as the new people I met at the show."

One point Lee repeatedly stressed in our conversations was that his S14 is only built to please him. He is not searching for a trend to follow or a style to mimic. His entire goal, through two chassis, three (or four) sets of wheels (we lost count), two complete paint jobs, three engines (counting the first car), and other parts too numerous to mention, was to come away with a car he would be proud to own and drive. With his recent 730 mile round trip down and back up the California coast, most of it with a wide smile plastered to his face, we'd say it's 'mission accomplished', Lee. Now, about that moon shot...

Special thanks to the following: Ramsey and Will at Import Powerhouse in Phoenix AZ, Dave at RS Machine in Norwalk CA, Robert and Ryan at Element Motorsports in Gilbert AZ, Chris AKA BIG C at Ksport in Gilbert AZ, Han, JJ, Oliver and Jeremy at Intense Motorsports in Gilbert AZ, Efrain at Suspicious Garage in Phoenix AZ, Jesse and Brian at Vex Motorsports in San Jose CA, Rob at ZCar Garage in San Jose CA, my crew StillMotion, and lastly, James for selling me his 240SX. ■

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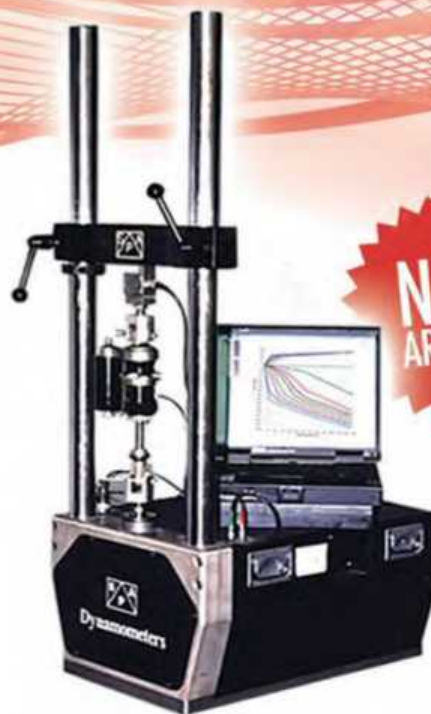
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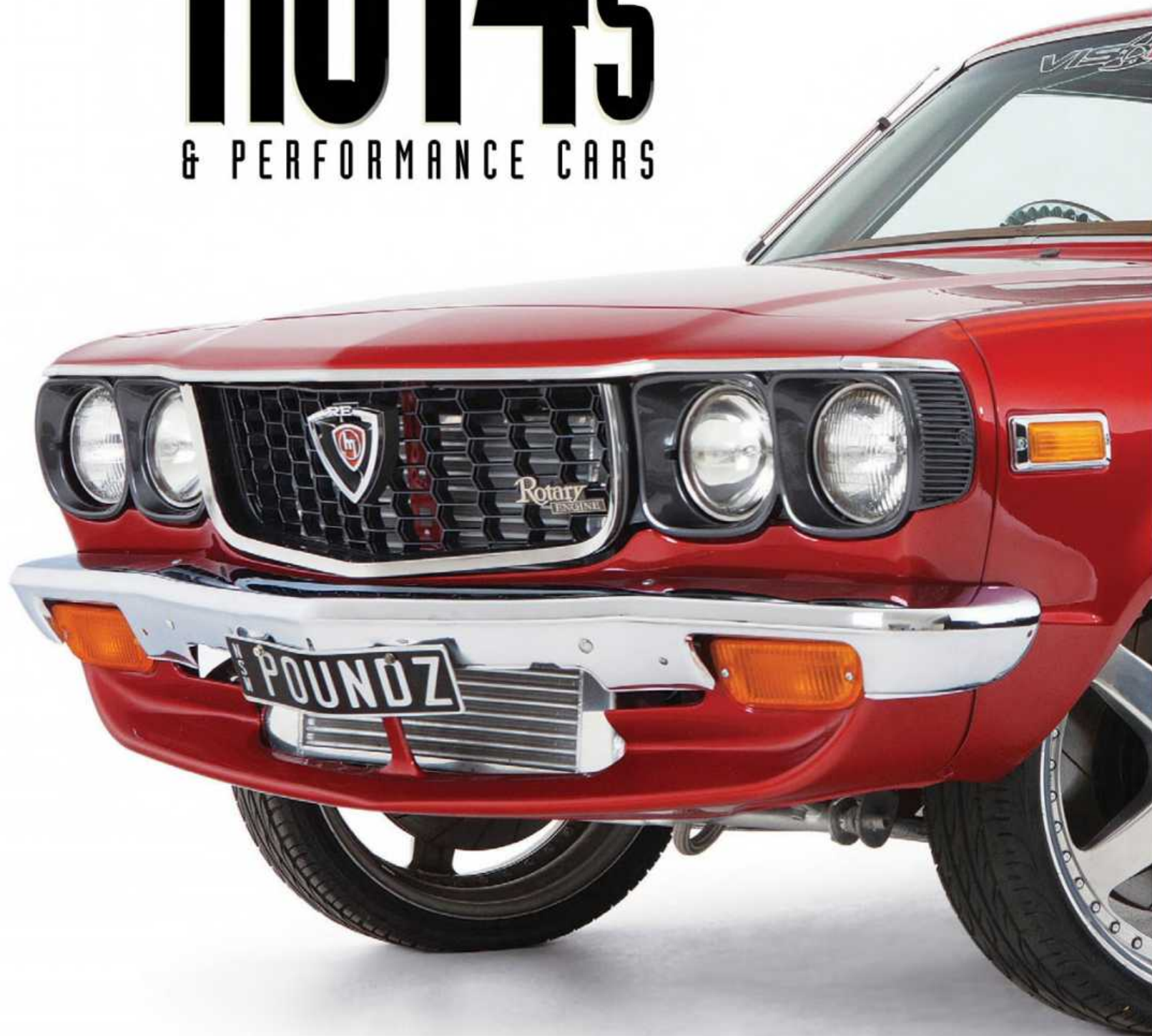
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Aaron's BMW is the real deal; it's a genuine E46 M3 with a host of high-end parts that complement the car's existing performance attributes

WORDS: JOSH BENNIS PHOTOS: ERIC TANG





After owning an E36 318is, Aaron wanted daily driver with more power. He wanted to buy another BMW, so going for an M3 was a no-brainer.

"I always respected the M3 because it's one of those great all round sports cars. I wanted something true to its (motorsport) roots. I ended up choosing an E46 because it's the last naturally-aspirated six-cylinder BMW M produced."

After hunting around for a good example, Aaron found a very clean ex-exec 2001 E46 SMG M3. The car was a

factory standard when Aaron purchased it, but it didn't stay that way for long.

As the car sits today Aaron says he's spent around \$50k on modifications, and we believe him. For starters, the car's exterior has been severely transformed. Stuck to the M3's glossy blue paint is a layer of 3M's 1080 Matte Black. The new look gives the car a very sinister appearance.

The BMW Motorsport WTCC rear wing hints at the M3's pedigree, as does the carbon hood and slotted rear diffuser. Other body modifications include a Varis front lip, monochrome

grilles, Strassentech carbon roof spoiler and boot lip, and Flossmann M3-R front guards.

Aaron hasn't left the interior untouched, either. Up front is a snug pair of Recaro SR4 seats, with a reshaped rear bench in the back, with Recaro insignia to keep the theme flowing. Everything has been trimmed in black suede with grey stitching. Aaron also added Dixis titanium pedals, carbon SMG paddles, a BMW Motorsport golf ball shift knob, and a 1kg fire extinguisher in case things get heated.



The rear wing is a BMW Motorsport WTCC job. The angle of the wing can be adjusted to suit the required amount of downforce



**I ENDED
UP CHOOSING
AN E46 BECAUSE IT'S
THE LAST NATURALLY-
ASPIRATED SIX-
CYLINDER BMW M
PRODUCED.**

The centrepiece of the trim is the Wiechers Clubsport roll cage. Visible from the outside, the cage lets others know this M3 ain't a daily. And while Aaron hasn't taken the car to the track yet, he's certainly looking into it.

The wheels are 18x9.5-inch Hard Motorsports STW centrelock items, with sticky Michelin Pilot Super Sports at each corner. Behind the front wheels are Alcon BBK six-piston callipers with 365mm discs. You could say grip and stopping power are some of the car's best assets.

Further adding to the car's handling performance is a set of Tein SS-P coilovers and camber plates, and a Dixis titanium strut brace.

The M3's naturally-aspirated six-cylinder offers everything a good performance engine should; incredible sound, and tyre-turning grunt. Aaron's E46 has made an impressive 190kW at the wheels, and while that doesn't sound like much, the factory six-throttle setup makes the M3 one of the most responsive engines on the planet.

Aaron decided to go for a few tasteful mods to add to the theatrics of the M3's engine rather than chase big power numbers for the sake of an impressive dyno sheet. His M3 sports an Evolve-R ECU and SMG tune, a BimmerWorld intake boot and heat-reflective gold foil wrap (intake manifold), VAC Ultra-Light pulleys, and

SPECS

OWNER

Aaron Vumbaca

VEHICLE

2001 BMW M3

ENGINE

3.2-litre six-cylinder

HARDWARE

GruppeM titanium exhaust and Kevlar airbox, Evolve-R ECU tune, VAC Ultra-Light race pulleys, HPF vented engine cover, BimmerWorld intake boot and gold foil wrapped intake manifold, HPF Kevlar rocket covers

DRIVELINE

SMG six-speed, Evolve-R gearbox tune,

BMW Motorsport 4.10 diff gears

SUSPENSION & BRAKES

Tein SS-P coilovers with camber plates,

Dixis titanium strut brace, Alcon BBK six-

piston monoblock callipers, J-slot discs,

BimmerWorld 75mm wheel studs

WHEELS AND TYRES

18x9.5-inch Hard Motorsports STW centrelock,

Michelin Pilot Super Sport 255/35-18

BODYWORK

Varis carbon front lip, M3 GT dry carbon

canards, Flossmann 2004-2005 GTR carbon

hood, Flossmann M3-R carbon fenders,

Strassentech carbon roof spoiler and boot

lip, BMW Motorsport WTCC rear wing,

Slotted rear diffuser, 3 element, Lamin-x

headlight protective film, 3M 1080 Matte

Black vinyl wrap, Monochrome grille,

carbon-look BMW badges

INTERIOR

Recaro SR4-Impact seats, reshaped rear

seat, retrim in black suede with grey

stitching, Wiechers Clubsport cage, BMW

Motorsport golf ball shift knob, Dixis

titanium pedals, extended SMG shifter,

carbon SMG paddles, 1.0kg fire extinguisher

a GruppeM titanium muffler and kevlar airbox. The diff' has been fitted with BMW Motorsport 4.10 gears to spice things up a little.

"The car has come together without too many issues, but the modifications aren't finished yet. At some stage I'd like to do a wide body conversion, but that's a while off."

Aaron's E46 M3 looks every bit the race car. And no doubt when he finds the time in his busy schedule, he's going to have an absolute ball extracting every single rpm he can before each bend arrives.



THANKS

Axel (Vehicle Colour Design Centre – 02 9638 1069)

Nick (NRG Automotive Services – 02 9638 1037)

David (The Little Trimmer – 02 9680 1993)

Mike (PROvinyl – 02 9662 6215)

Sergio and Justin (Zen Garage – 02 9569 9773)

Andy (MotorActive – 1800 350 622)

All my friends and family who have assisted with the build, and especially my wife Kimberley





The E46's 3.2-litre engine makes all the right noises and offers up plenty of high-rpm fun

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OF SIX YEARS OF
MODIFICATIONS



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VOODOO



MAGIC

I WAS HOOKED ON THE
LITTLE JAPANESE STYLE AND
BODY LINES. I COULDN'T GO
PAST THE FASTBACK STYLE
OF THE 1200 COUPE



You cannot beat that classic swoop



*Our man says
he searched
every blue in the
universe to find
this hue, laid
down by Doolan
Crash Repair*





All the original, genuine panels are in place or have been meticulously restored. It's a real labour of love in the living room

If you want an on-road looker, the 1970 Datto 1200 Coupe is your answer. Chris Rockemer knows this well. The 30-year-old is a bookkeeping business owner (BOOX), bringing his attention to detail to the build before your eyes.

"Back in 2003 while at uni, one of my mates had bought a Datsun 1200 ute, resprayed it and built a tough A14 to power it," he says. "The sound of the twin 40 sidedraft Webers was awesome. I was hooked on the little Japanese style and body lines. I started looking at Datsun 1200s, Datsun 1000s and Toyotas. I couldn't go past the fastback style of the 1200 coupe. The more I researched other people's projects, I decided the CA engine swap was what I wanted to build a fast/light car."

At the time this was the maximum capacity upgrade allowed with a turbo, plus there was a bit of info was floating around from people who had done the swap. "I had to keep it in the Nissan family, though, to keep the purists happy," laughs Chris.

"I've always been keen to be involved in motorsport. In Townsville, the main motorsport events are the Mt Stuart hill-climbs, which was my original intention for the car. A high power/weight ratio with great handling would make a fun package. The first time it came back from the panel shop with a fresh coat of paint I started to doubt whether I actually wanted to track the car or not, but I'm looking forward to getting it on the track

next season. However, once I decided early in the build to rebuild/replace every aspect of the car, I decided it should be a capable daily driver too, so there's some comforts not usually found when you're trying to shed weight for a track car."

Chris purchased the coupe in late 2003 but it was first registered only a few months ago. "The 1200 coupes were rare 11 years ago when I bought it, and they're even rarer now. Most of the decent ones have been tubbed and turned into drag cars. But despite how rare they get, everyone's owned a Datsun. Most people (including my folks) have owned a 1600 or a 1200. Now, just driving it for the last month even, people compliment me at the traffic lights with a 'I used to owned one of those'."

"Just about everything underneath the car has been custom made/fabbed or fitted. That means that just about everything has been done two or three times – test fit, refit, final fit. Sometimes we got lucky. For example, I had the diff cut down to perfectly replicate the original measurements. Then we needed to change the fronts to the VN rotors to maintain five-bolt stud pattern change. This now meant the front wheels were slightly wider than the rear, but this actually helps with handling. No matter how well planned a modification, there was always something it interfered with. There is not a lot of space underneath the little car." Suffice to say, the overall cost has been a little more than the \$3000 retail price when the car came out. . .



Chris grabbed two coupes in 2003 unregistered. One of the shells was used as a template to fit the engine bay, gearbox, etc, while the other was far too rusted, so it was stripped for parts. "One day I took the shell to a local mechanic who was a Datsun 1200 racing enthusiast's workshop. He showed me a shell he was saving for a 'one day' project and said, 'I'll sell you that shell and you'll be a lot further along'. So I was onto my third shell. At least I had plenty of spares, which are getting harder to find these days."

Doolan resprayed the car four years ago, and since then minor scratches and dints appeared while the boys continued to work on it. Chris took it back in August for some touch-ups, a door realign and a few badges fitted, etc. to finish the job. "We decided it was worth a whole new respray."

As you can tell, the project has been a slow and steady process. Chris was never in a real hurry to finish, doing what he could whenever time allowed. "With my wedding day approaching on 21st September 2014, I put it to the boys to have it rego'd so I could use it for the wedding. So, after 11 years in the build, the last three weeks were hectic. In the last week we were tuning at one night until 1am,

and I managed to get registration paperwork on the Friday at 2pm. Then we were polishing until 2am Sat. We caught the 10am ferry over to Magnetic Island that day for the wedding on the Sunday. Talk about a deadline to motivate you!"

Of course, this build has also taught Chris a lot. As for what he'd do next time, "Beginning an engine swap project with no shed, no tools and little idea..... the next project I'll be more prepared for. For the next project, I'd look at an engine swap that didn't call for upgrading/re-engineering of all other aspects. Most of the car has been done twice to work out how to get parts to fit/work together. Since the project began most of the parts we fabricated or worked out can be bought commercially from specialist fab shops."

The car's future is just as a daily driver so Chris can enjoy it. There may be some spring days and hill-climbs to test its capabilities, but apart from that it will simply be on the street turning faces... and tyres.

Thanks: "Nathan Mullins, Paul Morel at Xtreme Motorsport (07 4728 9111), Peter Doolan at Doolan Crash Repairs (07 4775 4770), Shannon's Auto Electrical (07 4725 1780), Datsun1200.com members for advice and technical answers, and parting with rare parts." ■



I HAD TO KEEP IT IN
THE NISSAN FAMILY,
THOUGH, TO KEEP THE
PURISTS HAPPY



SPECS

ENGINE:

1.8L CA18DET turbo four-cylinder

PERFORMANCE:

170kW

ENGINE HARDWARE:

Fully rebuilt, block cleaned and honed, head cleaned and shaved, GT-R injectors, aftermarket alloy, 500x300x100mm front-mount intercooler, two 12in thermofans, custom dump pipe, 3in mandrel-bent exhaust system with high-flow cat, Vi-PEC V44 engine management system

DRIVETRAIN:

Five-speed manual, Exedy Sports Organic clutch, VN Commodore diff, shortened Commodore axles, rebuilt to bolt to original Datsun mounting points

BRAKES/SUSPENSION:

VN Commodore slotted and vented rotors and calipers front and rear, 180B booster and Maddat Motorsport master cylinder, all line re-run, 1.5in lowered King Springs front with Pedders shocks front, Datsun Stanza swaybar, custom strut-top brace, Stanza front end swap, original reset 2in lower leaves

WHEELS/TYRES:

15x7in Performance Superlite wheels

BODYWORK:

Holden Voodoo Blue respray, front spoiler, front guards flared, body seam-welded, front guard mirrors

INTERIOR:

S13 Silvia front seats, black vinyl re-trim, dash repainted, Momo steering wheel, customised seat rails to allow max legroom, modified centre console, central locking, three Auto Meter carbon-fibre gauges with custom carbon-fibre decals for original gauges

STEREO:

Pioneer head unit, Option Audio H500 five-channel 4x120W and 1x500W hybrid amplifiers, Polk Audio DB651 6.5in rear speakers, Polk Audio DB401 4in front speakers, twin Polk Audio DB1240 12in subwoofers in custom sub box (removable), battery relocated into rear quarter panel



TITLE FIGHT

WORDS BY ANDREW HAWKINS PHOTOGRAPHY
BY DRAGPHOTOS.COM.AU





The final round of the Just Car Insurance Australian Drifting GP was named the title fight, and that's exactly what it was, a fight for the 2014/15 title. After Beau Yates missed Round 3 and Nick Coulson was knocked out in the Top-16 by Michael Rosenblatt, who then led the championship coming into the final round, there was less than 40 points separating the top four drivers. This meant the championship was wide open for the podium spots.

Making the final round even more exciting is that it was held inside Powercruise Sydney at Sydney Motorsport Park. The Australian Drifting GP team also ran the Powercruise drifting sessions, drifting demos and the O.G. Figure-8 Drift Competition at night! There was over 30 hours of drifting over the three days!

In practice and qualifying it was clear pretty quickly who was looking strong. Josh Boettcher in the monster V8-powered GT Radial S15 seemed to finally have his car dialled in and was on point, looking very hard to beat and qualifying in first place by a solid margin. After missing the last round, Beau Yates had time to get comfortable in his now 2JZ-GTE powered Wynns/Nitto Toyota 86, and it showed, qualifying in second place. The Championship hopefuls all qualified in the Top-10 with Levi Clarke in 3rd, Michael Rosenblatt in 5th and Nick Coulson in 9th.

Heavy on the angle!





Beau and his 96 were consistently tearing up the track





The Top-5 qualifiers had bye runs in the Top-32 due to breakages and everyone expected Nick Coulson to make it through to the Top-32 without a problem, but anything can happen in drifting. It might have been the pressure, or the nerves, but Coulson spun on his chase lap and Kris Frome took the win in the Top-32 meaning Nick Coulson's championship chase was over. This made the championship a three-horse race between Queenslanders Michael Rosenblatt, Levi Clarke and Josh Boettcher, and all three were on fire and looking tough to beat.

Championship leader Michael Rosenblatt in the Nulon Oils R32 Skyline was on one side of the battle tree, and number two Levi Clarke in the Exedy Racing S15 was on the other. The drivers had already worked out what needed to happen and if Rosenblatt made it to the Top-4, the championship was his. Luckily, looking at the battle tree, he didn't have to take on Josh Boettcher until the Top-4 bracket, meaning he had a pretty good chance of being crowned Australian Champion.

Jarrad Klingberg was looking to increase his standings in the championship, but was knocked out in the Top-16 due to car dramas and Rob Whyte was another competitor looking to make up some points in the final round, but he also suffered car dramas for the third event in a row. Both drivers still ended up inside the Top-10 for the year.





Levi Clarke and Michael Rosenblatt both made it to the Top-4, but it was as far as both would go, however, it secured their position in the championship with Michael Rosenblatt number one, and Levi Clarke number two. This meant their battle for third place was pretty intense, with neither driver having nothing to lose. After plenty of bashing' and crashin', Rosenblatt took third place for the round. A great way to finish off his 2014/15 Championship win.

The final was between Josh Boettcher in the S15 and Beau Yates in the Toyota 86. They qualified one-two, and both were looking tough to beat, and they delivered us one of the best battles of the year. When the insane amount of smoke from over 1200hp worth of drift machines settled, Josh Boettcher took his first ADGP win, which also netted him a podium position for the championship with third place for the season. Even after missing Round 3 altogether, Beau Yates finished in 6th place. Even if he had finished mid-pack in that round, he would have been on the podium for the season. No doubt he'll be one to watch next season, which kicks off at Calder Park Raceway September 5th and 6th. More information at www.australiandriftgpc.com





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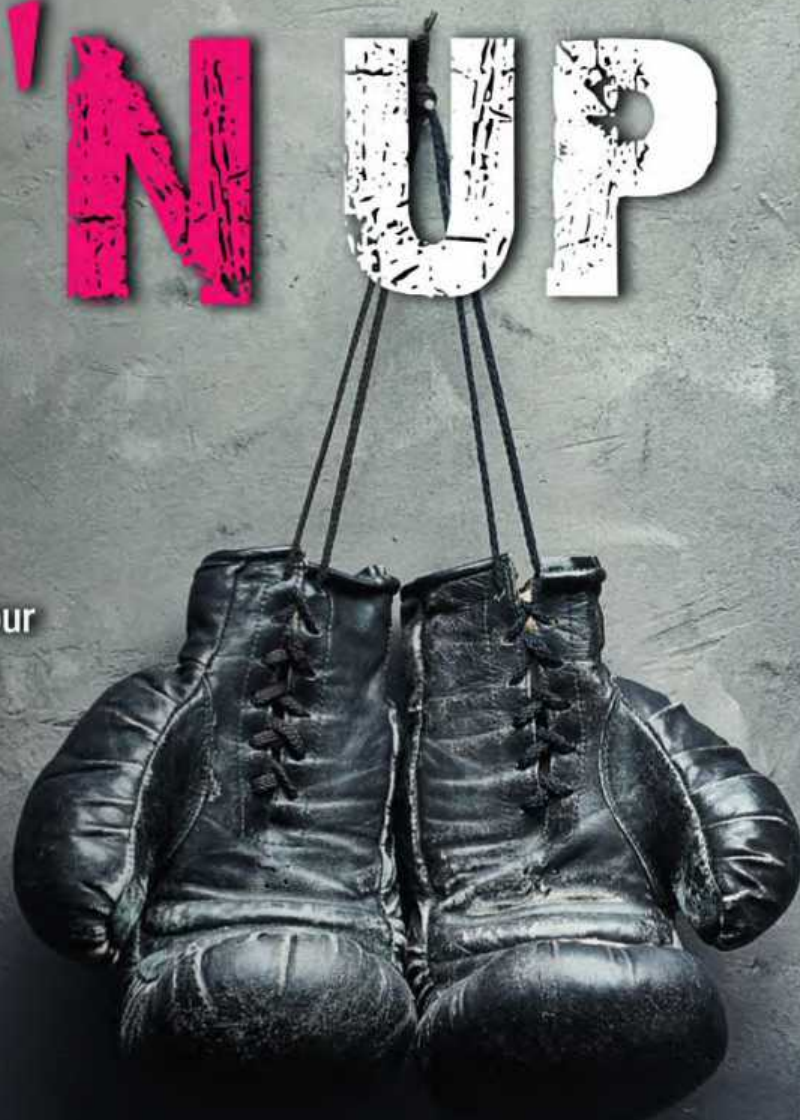
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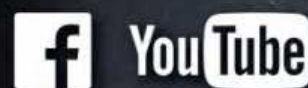
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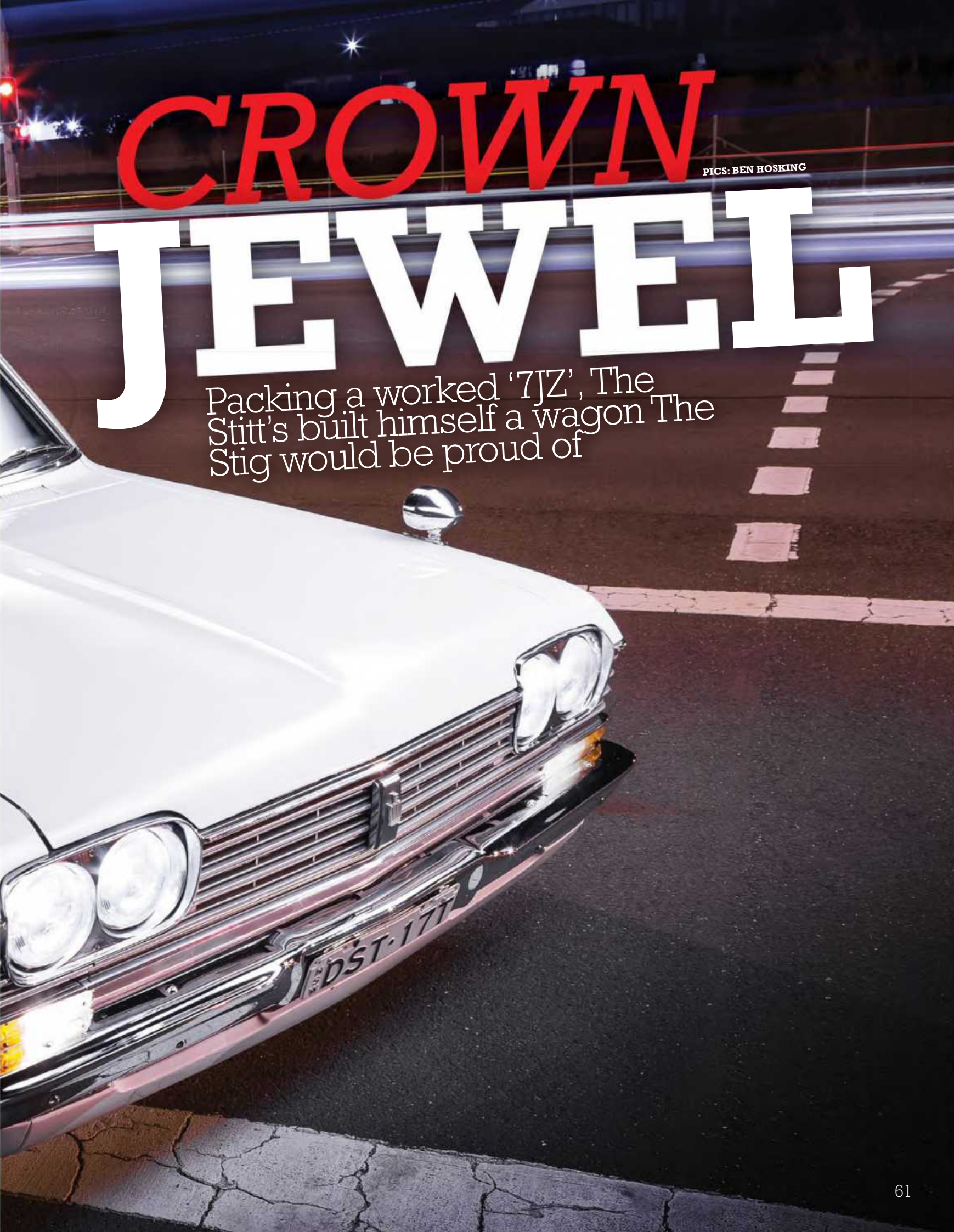


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CROWN JEWEL

PICS: BEN HOSKING

Packing a worked '7JZ', The Stitt's built himself a wagon The Stig would be proud of

Former aircraft engineer Luke Stitt's 1968 Toyota Custom Crown wagon (MS53) is not something you see every day. What makes it even more unique is the 7M conversion that has taken place. It cost Luke just \$500 originally in 2001, but let's just say he's dropped a few more pennies on it since. This was his first car, too.

Says Luke of his choice, "My dad had a sedan and was Toyota keen. I was eyeing off first-gen Celicas, as a tough primer-coloured RA23 with 1G-GZE lived down the road. Then one day I looked at a wagon, saw the dickie seat and realised the potential for getting my mates and I to and from the pub with one less car."

Bought in late 2001 from an older gent in Canberra, . The car had been used by a roadie and had plenty of miles on it... and dust. "The car was good enough to restore, but not so good that it couldn't be chopped up."

It came loaded with a four on the floor and 2M, both of which were shagged. A Celica W50 went in with a rebuilt head all in Luke's parents' backyard. Within the first year of rego it was lowered on a set of King Springs from a donor car with tinted windows and 17x7s. Trips to the pub were getting better day by day.

By mid-2003 the 4M was removed and a 7MGE was installed with 110rwkW. The conversion again happened in the backyard. "I lashed out and bought a 3x3m sunshade."

In late 2004 Luke crashed the car and didn't touch it for a year, using a donor car to get a not-so-bent chassis. While it was apart, he was offered a 7M-GTE for cheap. The build's been snowballing ever since.

"As with the 7M-GE conversion, many mates helped. It all happened in a corner of my dad's warehouse. Mates wired the car and generally just helped out. There was plenty of late Friday and Saturday nights. I think a good portion of that build cost was beer and pizza. I am very appreciative of all the time, help and the friendships that I made during those times with Toymods club members.

"The 7M-GTE conversion included a W58 and addition of an upper arm on the diff to stop it twisting. This was about the time I met Linden from Road Runner fabrications. He did the surge tank, the exhaust, mounted the cooler, did all the plumbing, airbox and exhaust."



IMMACULATE

The engine was rebuilt, the head is stock, the cam covers just one of 20 sets in the world from the USA. Luke's mate Chuck did all the painting and smoothing, with friend Hyatt making the custom radiator support to suit the cooler, rad and mount the oil cooler. Suffice to say, we haven't seen a 7M cleaner in a long time.

"I SAW THE DICKIE SEAT AND REALISED THE POTENTIAL FOR GETTING MY MATES AND I TO AND FROM THE PUB WITH ONE LESS CAR"



In July 2006, the car was stolen. Although a stressful time, Luke was blown away with the support, with Toymods members even journeying down from Sydney to look for it on weekends. It was spotted at least three times, but each time slipped away. "At the same time people were asking for my bank details to give me money to either restart or post a reward. A club member printed a heap of A3 colour flyers and between that and a Canberra Times news story, the car was found and returned.

The car was returned with destroyed rear tyres and within months it needed a whole new driveline. After the rebuild, a lot of cruising, off-street drags and the miles followed. It spat a few boxes, had a few gremlins like most old gals and generally sat around while Luke drove his pimped-out 1989 Crown.

In 2009 the big build started and would continue until hours before the Toyota Nationals in 2011. Among the current upgrades included the A340 auto, power steering and brakes, boxing, smoothing, painting... cash was flowing out faster than it was coming in.

In late 2011 Luke blew the engine, running lean and smashing a piston. "On the recovery mission we nearly lost the wagon, with the wagon, trailer and the tow car having a big tank slapper that lasted 1.3km on the Hume Highway just north of Sutton.

"I was asked to be a wedding car at a great mate's wedding. I was getting married a few months later, so we pulled it apart for a full respray. It went back to bare metal in my driveway and was panel-beated and painted in my shed. My good my Chuck taught me how to prep. He did some panel work, painted it and he trimmed the car. My good my Hyatt did the custom rad support, and another mate, Ant, did an amazing job of the rear quarters. The car was finished just a day before the wedding with the groomsman cleaning the insides and installing the interior on the morning of the wedding."





SPECS

ENGINE:

3L 7M-GTE six-cylinder turbo from 1988 Supra/Soarer

PERFORMANCE:

266rwhw, 8.28sec 1/8th mile (17psi, 12psi for cruise duties)

ENGINE HARDWARE:

Rebuilt to stock specs with Arias pistons, metal head gasket and ARP studs, block decked, battery relocated to boot, Speedflow lines and fittings, Road Runner Fabrications catch can, custom Kims Fabrications timing cover, modified Just Jap S13 radiator with ducting and thermofans, custom alloy radiator top hose, GT35 turbo inside factory housing, Road Runner Fabrications custom 4in intake with K&N filter and custom airbox, Road Runner Fabrications custom piping, PWR 700x300x70mm intercooler, polished and modified stock throttlebody to custom Road Runner Fabrications inlet manifold, Eagle leads, billet cap for cam-angle sensor, Microtech LT-10 and ignition box, custom wiring, Bosch 044, Road Runner Fabrications custom surge tank with Carter Gold lift pump, Speedflow hard and braided fuel lines, polished fuel rail, aftermarket injectors, Sard fuel-pressure regulator, 3in dump pipe into 3in exhaust system with high-flow cat and muffler into twin 2.5in side pipes (mild steel), stainless heat shield on dump pipe, quick-release fittings on underside of plenum, Speedflow oil thermostat, Just Jap oil cooler, modified heater lines, vacuum reservoir moved inside car, hidden wiring, intergraded polished radiator overflow and washer bottle combo and polished low mounted catch can both by Road Runner Fabrications

DRIVETRAIN:

A340 four-speed auto from Supra/Soarer, MV Autos 2800 stall converter and 1.5 shift kit, Side Show Performance wiring loom, B&M trans cooler mounted under the rear floor with Speedflow lines, JZX100 dipstick,

custom 3.5in tailshaft, 8in Hilux G-series diff from RN20 Hilux shortened further, custom mounts, Torsen-style Eaton Trutrak (3.9 ratio from 1989 Crown)

BRAKES/SUSPENSION:

Front BA/FG GTP 355mm discs non-slotted, rear JZA80 turbo slotted discs, Front Brembo BA/FG Falcon six-spot calipers, Brembo Evo VIII twin-spot rear calipers, custom AE71 brake booster mounted on the firewall (removed remote booster), Subaru 1in 1/16 master cylinder, braided lines throughout, hard lines all remade to hide in the engine bay, custom pedal set-up, double wishbone front with custom King Springs and Koni Red shocks, coil-sprung live rear with adjustable Panhard rod and upper arm, extra upper arm installed, Nolathane bushes throughout, power-steering box from 1983 Crown and column fitted from 1972 Crown with hidden reservoir, boxed chassis under doors

WHEELS/TYRES:

18x8in front and 18x9in rear billet Intro Vista wheels

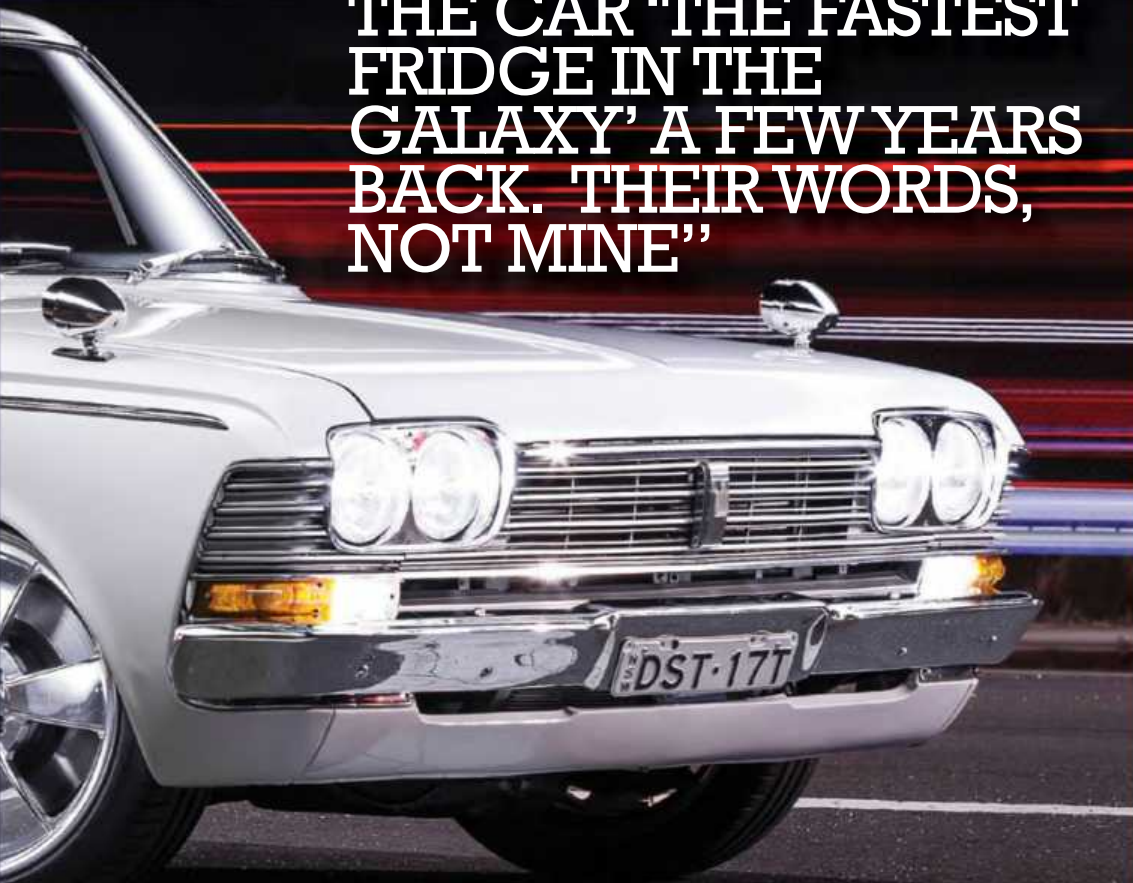
BODYWORK:

Dynamic White two-pack, bumpers straightened and re-chromed, repolished stainless strips, Crown ute grille, custom radiator support, debadged, holes filled and smoothed, inner guards and firewall smoothed and filled in, some chrome strips removed, custom Kims Fabrication infill panels to smooth the inside of the front guards, Series II taillights and Series I taillight

INTERIOR:

Alpine head unit in glovebox with console-mounted remote, Alpine 6in splits, '72 Crown centre console, ZZE Corolla leather front seats, stock rear and dickie seat, custom re-trim, Dynamat sound deadening, custom-made Speedhut gauges with Crown logo (combo four-gauge water temp/oil pressure/volts/fuel) GPS speedo, 8000rpm tach, on the centre console boost and trans temp

“TOYMODS FORUM MEMBERS NAMED THE CAR ‘THE FASTEST FRIDGE IN THE GALAXY’ A FEW YEARS BACK. THEIR WORDS, NOT MINE”



Since then Luke's been flogging it good and generally just enjoying the thing. "The last two months before this photoshoot have seen some more big changes. I carpeted the rear end of the car added some trim, newer undamaged front seats and more chrome.

"Toymods forum members named the car the 'fastest fridge in the galaxy' a few years back. Their words, not mine." There was the time Luke was threatened with 18 points on a double demerit point for weekend for three unrestrained passengers when the car didn't have all seven belts. That was fun, as is the amount of people who say 'oh yeah, my grandfather had some kind of Crown, it was the best car he ever had and he cursed the day he got rid of it'. Others simply have NFI what they're looking at or why there are people in the boot.

"I drive it a lot," says Luke, "and love to go out to small town pubs, have a feed and then head home in it. All in all, it's been a fun 13-odd years. I've learnt a lot by doing most of it myself and learning from friends." As for that fastest fridge title, you'll have to take that up with the Toymods boys...

Thanks: "My parents Peter and Kerri for putting up with the car and for my dad's help and knowledge over the years, my wife Laura for her understanding, help at times and her patience with the long nights. Without my great mates Chuck and Hyatt the current build could not have happened and the car wouldn't be as good as it is. Linden from Road Runner Fabrications for all the excellent work and becoming a great mate. To everyone that helped in anyway when the car was stolen I am forever grateful, and finally, to all the Toymoders that have given me a hand either physically or over the forums, I could have not built the car without that advice and assistance." ■

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